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JC10 Rec'd PCT/PTO 1 8 JAN 2002

FORM PTO-1190 (REV 3-93)		U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE	ATTORNEY'S DOCKET NUMBER
TRANSMITTAL LETTER TO THE UNITED STATES DESIGNATED/ELECTED OFFICE (DO/EO/US) CONCERNING A FILING UNDER 35 U.S.C. 371			R0109T
INTERNATIONAL APPLICATION NO. PCT/JP00/04771			U.S. APPLICATION NO. (If known, see 37 CFR 1.51) N/10/031394
INTERNATIONAL FILING DATE July 14, 2000			PRIORITY DATE CLAIMED July 19, 1999 & October 4, 1999
TITLE OF INVENTION MOTOR AND PRODUCTION METHOD OF MOTOR			
APPLICANT(S) FOR DO/EO/US Nobuto OHNUMA, Toru YOSHIZAWA, and Osame WATANABE			
Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:			
<p>1. <input checked="" type="checkbox"/> This is a FIRST submission of items concerning a filing under 35 U.S.C. 371.</p> <p>2. <input type="checkbox"/> This is a SECOND or SUBSEQUENT submission of items concerning a filing under 35 U.S.C. 371.</p> <p>3. <input checked="" type="checkbox"/> This express request to begin national examination procedures (35 U.S.C. 371(f)) at any time rather than delay examination until the expiration of the applicable time limit set in 35 U.S.C. 371(b) and PCT Articles 22 and 39(1).</p> <p>4. <input checked="" type="checkbox"/> A proper Demand for International Preliminary Examination was made by the 19th month from the earliest claimed priority date.</p> <p>5. <input checked="" type="checkbox"/> A copy of the International Application as filed (35 U.S.C. 371(c)(2))</p> <p>a. <input type="checkbox"/> is transmitted herewith (required only if not transmitted by the International Bureau).</p> <p>b. <input checked="" type="checkbox"/> has been transmitted by the International Bureau.</p> <p>c. <input type="checkbox"/> is not required, as the application was filed in the United States Receiving Office (RO/US)</p> <p>6. <input checked="" type="checkbox"/> A translation of the International Application into English (35 U.S.C. 371(c)(2)).</p> <p>7. <input type="checkbox"/> Amendments to the claims of the International Application under PCT Article 19 (35 U.S.C. 371(c)(3))</p> <p>a. <input type="checkbox"/> are transmitted herewith (required only if not transmitted by the International Bureau).</p> <p>b. <input type="checkbox"/> have been transmitted by the International Bureau.</p> <p>c. <input type="checkbox"/> have not been made; however, the time limit for making such amendments has NOT expired.</p> <p>d. <input type="checkbox"/> have not been made and will not be made.</p> <p>8. <input type="checkbox"/> A translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371(c)(3)).</p> <p>9. <input checked="" type="checkbox"/> An oath or declaration of the inventor(s) (35 U.S.C. 371(c)(4)).</p> <p>10. <input type="checkbox"/> A translation of the annexes to the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371(c)(5)).</p> <p>Items 11. to 16. below concern other document(s) or information included:</p> <p>11. <input type="checkbox"/> An Information Disclosure Statement under 37 CFR 1.97 and 1.98.</p> <p>12. <input checked="" type="checkbox"/> An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.</p> <p>13. <input checked="" type="checkbox"/> A FIRST preliminary amendment.</p> <p><input type="checkbox"/> A SECOND or SUBSEQUENT preliminary amendment.</p> <p>14. <input type="checkbox"/> A substitute specification.</p> <p>15. <input type="checkbox"/> A change of power of attorney and/or address letter.</p> <p>16. <input type="checkbox"/> Other items or information:</p>			

3. APPLICATION NO. (USPTO FORM 37 CFR 1.3) N/A 10/031394		INTERNATIONAL APPLICATION NO. PCT/JP00/04771		ATTORNEY'S DOCKET NUMBER R0109T	
17. <input checked="" type="checkbox"/> The following fees are submitted:				CALCULATIONS	
Basic National Fee (37 CFR 1.492(a)(1)-(5)): Search Report has been prepared by the EPO or JPO..... \$830.00 International preliminary examination fee paid to USPTO (37 CFR 1.482) \$640.00 No international preliminary examination fee paid to USPTO (37 CFR 1.482) but international search fee paid to USPTO (37 CFR 1.445(a)(2)).. \$710.00 Neither international preliminary examination fee (37 CFR 1.482) nor international search fee (37 CFR 1.445(a)(2)) paid to USPTO..... \$950.00 International preliminary examination fee paid to USPTO (37 CFR 1.482) and all claims satisfied provisions of PCT Article 33(2)-(4)..... \$90.00 ENTER APPROPRIATE BASIC FEE AMOUNT = \$ 890					
Surcharge of \$130.00 for furnishing the oath or declaration later than <input type="checkbox"/> 20 <input type="checkbox"/> 30 months from the earliest claimed priority date (37 CFR 1.492(e)).				\$	
Claims		Number Filed		Number Extra	
Total Claims		12 -20 =		6	
Independent Claims		4 -3 =		1	
				Rate	
				X \$22.00	
				X \$74.00	
Multiple dependent claims(s) (if applicable)				+ \$230.00	
TOTAL OF ABOVE CALCULATIONS =				\$ 1254	
Reduction by 1/2 for filing by small entity, if applicable. Verified Small Entity statement must also be filed. (Note 37 CFR 1.9, 1.27, 1.28).				\$	
SUBTOTAL =				\$	
Processing fee of \$130.00 for furnishing the English translation later the <input type="checkbox"/> 20 <input type="checkbox"/> 30 months from the earliest claimed priority date (37 CFR 1.492(f)).				+ \$	
TOTAL NATIONAL FEE =				\$ 1254	
Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28, 3.31). \$40.00 per property +				\$ 40	
TOTAL FEES ENCLOSED =				\$ 1294	
				Amount to be: refunded \$ charged \$ 1294.00	
a. <input checked="" type="checkbox"/> A check in the amount of \$ 1294.00 to cover the above fees is enclosed.					
b. <input type="checkbox"/> Please charge my Deposit Account No. _____ in the amount of \$ _____ to cover the above fees. A duplicate copy of this sheet is enclosed.					
c. <input checked="" type="checkbox"/> The Commissioner is hereby authorized to charge any additional fees which may be required, or credit any overpayment to Deposit Account No. 20-0060 . A duplicate copy of this sheet is enclosed.					
NOTE: Where an appropriate time limit under 37 CFR 1.494 or 1.495 has not been met, a petition to revive (37 CFR 1.137(a) or (b)) must be filed and granted to restore the application to pending status.					
SEND ALL CORRESPONDENCE TO: KANESAKA & TAKEUCHI 1423 Powhatan Street Alexandria, VA22314 Attn: Yusuke Takeuchi Tel: (703)519-9785 Fax; (703)519-7769					
SIGNATURE Yusuke Takeuchi NAME 30,921 REGISTRATION NUMBER					

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant: OHNUMA, N. Group Art Unit: N/A
Serial No. N/A Examiner: N/A
Filed: 01/17/02
Title: MOTOR AND REDUCTION METHOD OF MOTOR

PRELIMINARY AMENDMENT

Assistant Commissioner of Patents Submitted: 01/18/02
Washington, D.C. 20231

Dear Sir:

Please amend the above-identified
application as follows:

In the Claims:

Please cancel claims 1-11.

Please add claims 12-20 as follows:

--12. A motor for an electric vehicle
comprising an armature, a rotor and a motor including a
motor casing for holding an output shaft of the rotor;
a reduction gearing including reduction gears connected
to the output shaft; and a reduction gearing casing
which contains therein the reduction gears and holds an
output section of the reduction gears, and the inside
of the reduction gearing casing being filled with a
lubricating oil, wherein

the reduction gearing is provided between
the motor casing and the reduction gearing casing,

the motor casing includes a hole formed to
be recessed in a direction of the rotor and a holding

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section for holding the output section of the reduction gears,

the reduction gearing casing includes a holding section for holding the output shaft of the rotor and a hole through the output section of the reduction gears,

the reduction gears are consisting of a train of gears connected to the output shaft of the rotor,

the output shaft of the rotor is provided with the train of gears such that the forward end of the shaft extending from a gear of the base end of the gear train is held in the holding section of the reduction gearing casing, and the rear end of the shaft is held in the hole of the motor casing,

the output section of the reduction gears is provided with the train of gears such that the rear end of the output section extending from a gear of the forward end of the gear train is held in the holding section of the motor casing and the output side is held in the hole of the reduction gearing casing; and

a bearing is provided on each of the holding sections respectively holding the output shaft of the rotor and the output section of the reduction gears, and each of the holes is provided with a bearing and an oil seal.

13. A motor for an electric vehicle comprising an armature, a rotor and a motor including a motor casing for holding an output shaft of the rotor; a reduction gearing including reduction gears connected to the output shaft; and a reduction gearing casing

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which contains therein the reduction gears and holds an output section of the reduction gears, and the inside of the casing being filled with a lubricating oil, wherein

a curable resin having a high thermal conduction is charged into the motor casing where the resin is cured,

at the time of charging the resin, a core is inserted to secure a space for placing the rotor therein, and the resin is charged into the space formed by the core and the motor casing, and

the resin charged into the space is cured and adhered to a coil of the armature and the inner surface of the motor casing.

14. A method of producing a motor for an electric vehicle comprising an armature, a rotor and a motor including a motor casing for holding an output shaft of rotor; a reduction gearing including reduction gears connected to the output shaft; and a reduction gearing casing which contains therein the reduction gears and holds an output section of the reduction gears, and the inside of the casing being filled with a lubricating oil, the method comprising the steps of:

charging a curable resin having a high thermal conduction into the motor casing where the resin is cured, wherein

at the time of charging the resin, inserting a core into the motor casing to secure a space for placing the rotor therein,

charging the resin into the space formed by the core and the motor casing, and

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removing the core after curing the resin.

15. A method of producing a motor for an electric vehicle according to claim 14, wherein the motor includes a rotation sensor for detecting a rotating position of the rotor, and the core is inserted for securing a space for placing the rotation sensor therein.

16. A DC motor or a DC brushless motor for an electric vehicle comprising an armature, a rotor, a control section for controlling the armature, and a motor casing for holding them, wherein

the motor casing includes a first casing member and a second member which cover the armature and the rotor and are respectively provided with bearings, and a third casing member for covering the control section;

the first casing member and the second casing member each having a curable resin having a high thermal conduction disposed therein, and a detent member is provided between the first casing member and the second casing member to prevent displacement thereof from one another;

the armature is placed in the first casing member, and the first casing member and the second casing member are secured by a screw;

the control section is arranged between the second casing member and the third casing member;

seating surfaces to be mutually contacted are respectively formed along the peripheries of the edges of the first casing member and the third casing member; and

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the seating surfaces formed along the peripheral edges of the first casing member and the third casing member are brought into contact with each other, and the first casing member and the third casing member are screwed so as to be in pressure contact with each other to secure the seating thereof.

17. A motor for an electric vehicle according to claims 16, wherein the second casing member is provided with a through-hole into which a wiring is inserted to connect the armature and the control section.

18. A motor for an electric vehicle according to claim 16 or 17, wherein the second casing member supports a substrate of the control section.

19. A motor for an electric vehicle according to claim 16 or 17, wherein the second casing member supports the sensor for detecting the position of the rotor.

20. A motor for an electric vehicle according to claim 18, wherein the second casing member supports the sensor for detecting the position of the rotor.

REMARKS

This preliminary amendment is prepared based upon amendment made under PCT Article 34 so as to comply with the US practices and avoids dependent claims which are dependent upon multiple dependent claims.

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Art Unit: N/A



Respectfully submitted,

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MOTOR AND PRODUCTION METHOD OF MOTOR

TECHNICAL FIELD

The present invention relates to a motor comprising an armature, a rotor and a motor casing for holding them and a method for producing the motor.

BACKGROUND ART

Generally, a DC motor or a DC brushless motor is used as a motor engine for vehicles such as electric vehicles and electric scooters. Such a type of motor includes an armature, a rotor and a motor casing for holding the armature and bearings for the rotor, and the armature and the rotor are disposed on the motor casing.

With recent progress of the control technology and enhancement of the performance of permanent magnets, the achievement of high rotations and high torque has become possible for the aforesaid motor. As a result, problems of connection accuracy between an output shaft of a rotor and a reduction gearing, coaxiality between an armature and a rotor, and heat radiation of a coil wound around the armature have become significant issues in satisfactorily securing the performance of the motor.

Under the circumstances described above, it is an object of the present invention to provide a motor which can provide output more efficiently and a method for producing the motor.

As the motor for the aforesaid running motor engine, there is proposed, for example, Japanese Patent Application

But, because the motor casing which holds the armature, the rotor and the control section is generally configured by assembling a plurality of members respectively covering the armature, the rotor and the control section, it has many joints which are in contact with outside and, therefore, a disadvantage in securing airtightness.

DISCLOSURE OF THE INVENTION

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provided with the reduction gearing casing, a hole, through which the output shaft is extended from the motor casing side to the reduction gearing casing side, being formed on a portion shared by these casings, and a lubrication oil filling the reduction gearing casing.

Thus, the motor of claim 1 has the reduction gearing consisting of the train of gears connected to the output shaft of the rotor and the reduction gearing casing for holding the reduction gearing, the motor casing is integrally provided with the reduction gearing casing, the hole, through which the output shaft being extended from the motor casing side to the reduction gearing casing side, formed on the portion shared by these casings, and the lubrication oil filling the reduction gearing casing. Therefore, the armature, the rotor, the bearing and the reduction gearing are accurately arranged, smoothness of the reduction gearing is secured by the lubrication oil, and power of the motor is obtained more efficiently.

If the motor casing and the reduction gearing casing have different bodies, the number of components increases, and the manufacturing cost rises. In addition, when the output shaft and the reduction gearing are mutually connected, their fitting positions and angles tend to have a subtle deviation, resulting in possible lowering of the power. But, the present invention avoids such problems without fail.

The invention described in claim 2 is the motor according to claim 1, wherein the bearing for the rotor and an oil seal for sealing the lubrication oil are placed in the hole, and

the bearing is immersed in the lubrication oil.

In the motor of claim 2, the bearing for the rotor and the oil seal for sealing the lubrication oil are placed in the hole, and the bearing is immersed in the lubrication oil. Therefore, smoothness of the bearing for the rotor can be secured by the lubrication oil filling in the reduction gearing casing.

The invention described in claim 3 is a motor comprising an armature, a rotor and a motor casing for holding the armature and a bearing for the rotor, wherein the motor casing is configured by assembling a plurality of members, and at least one of the plurality of members supports the bearing and the inner diameter section of the armature.

Thus, in the motor of claim 3, the motor casing comprises the plurality of members assembled, and at least one of the plurality of members supports the bearing and the inner diameter section of the armature. Therefore, the center axis of the armature and the center axis of the rotor can be aligned accurately, and power of the motor can be obtained more efficiently.

Specifically, when the plurality of members are assembled to form the motor casing, clearances and dimensional errors of the respective members are accumulated, possibly degrading coaxiality between the armature and the rotor and adversely effecting on the motor performance. But, such a drawback can be avoided without fail because at least one of the members of the present invention supports the bearing and the inner diameter part of the armature.

The invention described in claim 4 is a motor comprising an armature, a rotor and a motor casing for holding the armature and a bearing for the rotor, wherein a resin is charged into and cured in the motor casing to adhere to a coil of the armature and the inner surface of the motor casing.

Thus, according to the motor of claim 4, the resin is charged into and cured in the motor casing to adhere to the coil of the armature and the inner surface of the motor casing. Therefore, heat radiation of the coil of the armature can be secured sufficiently. As a result, power of the motor can be obtained more efficiently.

Especially, when the resin is provided to secure the heat radiation of the coil of the armature, a metal mold corresponding to the inner surface of the motor casing was conventionally used to form the resin around the coil of the armature, and the formed unit was fitted to the motor casing. Therefore, adhesion between the resin and the inner surface of the motor casing was poor, and its heat radiation was insufficient. Accordingly, the present invention charges the resin into the motor casing for curing it therein, so that the resin and the inner surface of the motor casing can be adhered securely, and heat radiation can be improved. And, the conventional metal mold is not needed to form the resin.

The invention described in claim 5 is a method for producing a motor comprising an armature, a rotor and a motor casing for holding the armature and a bearing for the rotor, comprises the step of: charging a resin into and curing in the motor casing to adhere the resin to a coil of the armature and

the inner surface of the motor casing.

Thus, according to the method for producing the motor of claim 5, the resin is charged into and cured in the motor casing, to adhere to the coil of the armature and the inner surface of the motor casing, so that the heat radiation of the coil of the armature can be secured satisfactorily. As a result, power of the motor can be obtained more efficiently.

Especially, when the resin is disposed to secure the heat radiation of the coil of the armature, a metal mold corresponding to the inner surface of the motor casing was conventionally used to form the resin around the coil of the armature, and the formed unit was fitted to the motor casing. Therefore, adhesion between the resin and the inner surface of the motor casing was poor, and its heat radiation was insufficient. Accordingly, the present invention charges the resin into and cures it in the motor casing, so that the resin and the inner surface of the motor casing can be adhered more securely, and heat radiation can be improved. And, the conventional metal mold is not needed to form the resin.

The invention described in claim 6 is the method for producing a motor according to claim 5, wherein when the resin is charged into the motor casing, a core for securing a space for placing the rotor is inserted into the motor casing.

Thus, the method for producing the motor of claim 6 charges the resin into the motor casing with the core for securing the space, in which the rotor is disposed, inserted into the motor casing, so that the rotor and the resin can be disposed efficiently.

The invention described in claim 8 is a motor comprising an armature, a rotor, a control section for controlling the armature and a motor casing for holding them, wherein the motor casing includes a first casing member and a second casing member which cover the armature and the rotor and are respectively provided with bearings for the rotor and a third casing member for covering the control section, the first casing member and the third casing member are assembled to form an outer shell of the motor, the first casing member and the second casing member are assembled to divide the inside of the motor, and seating surfaces to be mutually contacted are respectively formed on ends of the first casing member and the third casing member.

According to the motor of claim 8, airtightness of the motor casing is improved further more.

Specifically, the motor casing for holding the armature, the rotor and the control section is configured by assembling a plurality of members which respectively cover the armature,

the rotor and the control section, so that there are many joints which are exposed to outside, and it is disadvantageous in view of securing airtightness. In the present invention, however, the joint between the first casing member and the second casing member is located inside the joint between the first casing member and the third casing member, so that airtightness can be secured relatively easily.

And, the first casing member and the third casing member can be assembled accurately by virtue of the seating surfaces respectively formed thereon, and a gap in the joint can be eliminated without fail.

The invention described in claim 9 is the motor according to claim 8, wherein a through section is disposed on the second casing member through which to pass the wiring for connecting the armature with the control section.

According to the motor of claim 9, the wiring for connecting the armature and the control section within the motor casing can be arranged efficiently.

The invention described in claim 10 is the motor according to claim 8 or 9, wherein a substrate of the control section is supported by the second casing member.

According to the motor of claim 10, the control section can be arranged efficiently in the motor casing.

The invention described in claim 11 is the motor according to any of claims 8 to 10, wherein a sensor for detecting a position of the rotor is supported by the second casing member.

According to the motor of claim 11, the sensor for

detecting a position of the rotor can be disposed efficiently in the motor casing.

BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 is a sectional view showing a motor according to an embodiment of the present invention;

Fig. 2 is a sectional view showing important portions of a motor casing and an armature according to the embodiment of the present invention;

Fig. 3 is a sectional view showing a motor according to an embodiment of the present invention;

Fig. 4 is a sectional view showing a motor according to the embodiment of the present invention;

Fig. 5 is a sectional view showing a motor according to an embodiment of the present invention;

Fig. 6 is an explanatory diagram showing a method for producing a motor according to the embodiment of the present invention;

Fig. 7 is a side view showing a motor according to an embodiment of the present invention;

Fig. 8 is a side sectional view showing a motor according to the embodiment of the present invention; and

Fig. 9 is a front view showing a first casing member and a second casing member according to the embodiment of the present invention.

BEST MODE FOR CARRYING OUT THE INVENTION

Embodiments of the present invention will be described

in detail with reference to the accompanying drawings.

As shown in Fig. 1, a motor 1 of this embodiment is a DC brushless motor configuring a motor engine for vehicles and comprises an armature 2, a rotor 3 which rotates inside the armature 2, a motor casing 5 which holds the armature 2 and bearings 4, 4 for the rotor 3, a reduction gearing 6 consisting of a train of gears and connected to an output shaft 3a of the rotor 3, and a reduction gearing casing 7 for holding the reduction gearing 6. In the drawing, 2a indicates a coil wound around the armature 2.

The motor 1 has an unillustrated battery as its power source, and it is configured that its output shaft 3a has the number of revolutions of about 100,00 [rpm] and can output torque of about nine [Newton] by controlling a weak field.

As shown in the same drawing, the motor casing 5 and the reduction gearing casing 7 are integrally formed, and a portion shared by these casings is provided with a hole 8 through which the output shaft 3a extends from the motor casing 5 side to the reduction gearing casing 7 side. And, lubrication oil 9 filling the reduction gearing casing 7.

The reduction gearing 6 is configured by providing a plurality of mutually meshed gears, and its output portion 6a is protruded from an essential portion of the reduction gearing casing 7 where an oil seal 10' is placed to seal the lubrication oil 9. Smoothness of the reduction gearing 6 can be secured by the lubrication oil 9.

The motor casing 5 and the reduction gearing casing 7 are configured by bolting a pair of members 5a, 5a, which form

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and the bearings can be secured by the lubrication oil, and the motor output can be obtained more efficiently.

If the motor casing and the reduction gearing casing are separate bodies, the number of components increases, resulting in the increase of manufacturing costs. And, when the output shaft and the reduction gearing are mutually connected, their mounting positions and angles tend to be slightly misaligned. Thus, power might be lowered, but such drawbacks can be avoided by this embodiment without fail.

In the motor of this embodiment, the bearing for the rotor and the oil seal for sealing the lubrication oil are disposed in the hole, and the bearing is immersed in the lubrication oil. Accordingly, smoothness of the bearing for the rotor can be secured by the lubrication oil which fills in the reduction gearing casing.

Then, a second embodiment of the present invention will be described with reference to Fig. 3 and Fig. 4. This motor has the same basic structure as that of the motor described in the aforesaid embodiment, so that like reference numerals are used for the common members, and their descriptions are omitted.

As shown in Fig. 3, the motor casing 5 of this embodiment comprises a plurality of members 5a, 5a which are assembled, and the members 5a, 5a are configured to support the bearing 4 and the inner diameter part of the armature 2.

Specifically, the bearing 4 and the inner diameter part of the armature 2 are respectively positioned with respect to the respective members 5a, 5a configuring the motor casing 5.

As a result, the center axis of the armature 2 and the center axis of the rotor 3 are aligned accurately.

A reduction gearing may be fitted to the output shaft 3a of the rotor 3 in the same way as in the aforesaid embodiment.

Fig. 3 shows an example that the armature 2 is thoroughly housed in the motor casing 5, but as shown in Fig. 4, the outer diameter part of the armature 2 may be exposed to the outside of the motor casing 5. The motor casing 5 shown in Fig. 4 is assembled by having the leading ends of bolts 5b and 5b, which are inserted through one of the members 5a, 5a, screwed with the other member 5a.

As described above, in the motor of this embodiment, the motor casing is configured by assembling a plurality of members, and at least one of the plurality of members supports the bearing and the inner diameter part of the armature. Therefore, the center axis of the armature and the center axis of the rotor can be aligned accurately, and power of the motor can be obtained more efficiently.

In other words, when the plurality of members are assembled to form the motor casing, clearances and dimensional errors of the respective members are accumulated, possibly degrading the coaxiality between the armature and the rotor and adversely effecting on the motor performance. But, such drawbacks can be avoided without fail because at least one of the members of this embodiment supports the bearing and the inner diameter part of the armature.

Then, a third embodiment of the present invention will be described with reference to Fig. 5 and Fig. 6. This motor

has the same basic structure as that of the motor described in the aforesaid embodiment. Therefore, like reference numerals are used for the common members, and their descriptions are omitted.

As shown in Fig. 5, the motor 1 of this embodiment has a resin 11 charged into and cured in the motor casing 5 so to adhere the resin 11 to the coil 2a of the armature 2 and the inner surface of the motor casing 5. In the drawing, 12 indicates a rotation sensor for detecting a rotation position of the rotor 3.

The resin 11 is preferably to be a resin capable of improving heat radiation of the coil 2a. Specifically, silicon based resin or epoxy based resin, which is a high heat conductive and uncured hardening resin, is optimum. As the silicon based resin, commercially available two-part silicon potting agents (e.g., Three Bond 1230 etc. manufactured by Three Bond Co., Ltd.) are suitable. And, as the epoxy based resin, a one-can epoxy-blended resin (e.g., Three Bond 2200 Series etc. manufactured by Three Bond Co., Ltd.) is suitable.

For the two-part silicon potting agent, a silicon resin and a hardening agent are generally provided separately. Therefore, the silicon potting agent cures at room temperature by mixing the silicon resin and the curing agent immediately before charging them into the motor casing 5. By appropriately heating as required, hardening time can be decreased, and hardening and adhesion can be effected more efficiently.

On the other hand, the one-can epoxy-blended resin has a relatively low viscosity, so that it can be adhered to the

To charge the resin 11 into the motor casing 5, a core 13 for securing a space, in which the rotor 3 and the rotation sensor 12 are disposed, is inserted into the motor casing 5 as shown in Fig. 6.

And, the rotor 3, the rotation sensor 12 and one of the members 5a configuring the motor casing 5 are disposed after curing the resin 11 and removing the core. The member 5a disposed here closes an opening for putting in and out of the core 13, and especially the bearing 4 for the rotor 3 is disposed in it, and the output shaft 3a of the rotor 3 is placed through it.

As described above, in the motor of this embodiment, the resin is charged into and cured in the motor casing to adhere

to the coil of the armature and the inner surface of the motor casing. Therefore, the heat radiation of the coil of the armature can be secured satisfactorily. As a result, power of the motor can be obtained more efficiently.

Especially, when the resin is disposed to secure the heat radiation of the coil of the armature, a metal mold corresponding to the inner surface of the motor casing was conventionally used to form the resin around the coil of the armature, and the formed unit was fitted to the motor casing. Therefore, adhesion between the resin and the inner surface of the motor casing was poor, and its heat radiation was insufficient. Therefore, this embodiment charges the resin into and cures it in the motor casing, so that the resin and the inner surface of the motor casing can be adhered securely, and heat radiation can be improved. And, the conventional metal mold is not needed to form the resin.

According to the method for producing the motor of this embodiment, the resin is charged into and cured in the motor casing to adhere the resin to the coil of the armature and the inner surface of the motor casing, so that the heat radiation of the coil of the armature can be secured satisfactorily. As a result, power of the motor can be obtained more efficiently.

Besides, according to the method for producing the motor of this embodiment, to charge the resin into the motor casing, the core for securing the space, in which the rotor is disposed, is inserted into the motor casing, so that the rotor and the resin can be disposed efficiently.

In addition, according to the method for producing the

motor of this embodiment, the motor is provided with a rotation sensor for detecting a rotation position of the rotor, and the core secures the space for disposing the rotation sensor. Thus, the rotation sensor can be disposed efficiently.

Then, a fourth embodiment of the present invention will be described in detail with reference to the drawings.

As shown in Fig. 7 to Fig. 9, the motor 1 of this embodiment is a DC motor or DC brushless motor, which is used for a motor engine for running and comprises the armature 2, the rotor 3 and a control section 40 for controlling the armature 2 held in the motor casing 5.

The armature 2 is provided around the rotor 3 with a small space between them, and the rotor 3 is rotated around an output shaft 310 supported by a bearing 320 when commutation is caused in a coil 210 of the armature 2 by the control section 40.

The motor casing 5 of this embodiment comprises a plurality of casing members formed of aluminum alloy or hard resin, and has a first casing member 510 and a second casing member 520 which cover the armature 2 and the rotor 3 with the bearing 320 respectively disposed, and a third casing member 530 for covering the control section 40.

And, the outer shell of the motor 1 is configured by assembling the first casing member and the third casing member, and its inside is divided by assembling the first casing member and the second casing member.

In this embodiment, the respective casing members 510, 520, 530 are assembled by screwing.

In the drawings, 540 indicates a turn stop member for

preventing the first casing member 510 and the second casing member 520 from displacing.

Specifically, the motor 1 is formed by fitting the armature 2 having a substantially cylindrical shape into the first casing member 510, disposing the armature 3 at its center, screwing the first casing member 510 and the second casing member 520, disposing the control section 40 between the second casing member 520 and the third casing member 530, and screwing the first casing member 510 and the third casing member 530.

Coaxiality between the armature 2 and the rotor 3 is accurately maintained when the armature 2 is held in position between the first casing member 510 and the second casing member 520 and the output shaft 310 of the rotor 3 is supported by the bearings 320 disposed in the first casing member 510 and the second casing member 520.

The output shaft 310 of the rotor 3 is exposed from an opening 512 of the first casing member 510 and connected to outside.

And, seating surfaces 511, 531 which are designed to contact mutually are respectively formed on the ends of the first casing member 510 and the third casing member 530.

The seating surfaces 511, 531 are perpendicularly formed with respect to a direction in which the first casing member 510 and the third casing member 530 are screwed so to be mutually attached by pressure. Therefore, airtightness of the motor casing 5 can be secured without fail.

To secure the airtightness of the motor casing 5 more reliably, a groove or a stepped portion may be formed on the

respective seating surfaces 511, 531 to mount a gasket, an O-ring or the like.

For the heat radiation of the motor 1, fins 501 for heat radiation are formed at appropriate positions of the casing 5, and a resin material 220 is placed around the coil 210 of the armature 2 to fill a space between the armature 2 and the casing 5. The resin material 220 is solidified to shape by using a predetermined metal mold. Otherwise, it may be designed to form by injecting the resin into the casing 5 without using a metal mold. The resin material may be the same one as used in the aforesaid embodiment.

The control section 40 of this embodiment comprises a control circuit 410 to output a control signal according to an instruction transmitted from outside and a drive circuit 420 for supplying power to the armature 2 according to the control signal. The control circuit 410 is mounted on a substrate 411 supported by the second casing member 520, and the drive circuit 420 is mounted on a substrate 421 supported by the third casing member 530.

Wiring 60 for connecting the armature 2 with the drive circuit 421 of the control section 40 is passed through a notched through section 521 provided on the second casing member 520.

A plurality of projections 522 for supporting the substrate 411 of the control circuit 410 are formed on the second casing member 520, and the substrate 411 is supported by being screwed to the respective projections 522.

Besides, the control circuit 410 is connected to a sensor

70 for detecting a position of the rotor 3, and a control signal is output according to the position of the rotor 3 detected by the sensor 70. The sensor 70 has a ring shape to be inserted over the output shaft 310 of the rotor 3 and screwed to the second casing member 520.

As described above, in the motor of this embodiment, the motor casing has the first casing member and the second casing member for covering the armature and the rotor and respectively provided with the bearing for the rotor and the third casing member for covering the control section. The first casing member and the third casing member are assembled to form the outer shell of the motor, and the first casing member and the second casing member are assembled to divide the inside of the motor. And, the seating surfaces which are designed to contact mutually are respectively formed on the ends of the first casing member and the third casing member, so that the airtightness of the motor casing can be improved further more.

Specifically, the motor casing for holding the armature, the rotor and the control section is configured by assembling a plurality of members which respectively cover the armature, the rotor and the control, so that there are many joints which are exposed to outside, and it is disadvantageous in view of securing airtightness. In this embodiment, however, the joint between the first casing member and the second casing member is located inside of the joint between the first casing member and the third casing member, so that airtightness can be secured relatively easily.

And, the first casing member and the third casing member

can be assembled accurately by virtue of the seating surfaces respectively formed thereon, and a gap in the joint can be eliminated completely.

Besides, in the motor of this embodiment, the through section, through which the wiring for connecting the armature and the control section is passed through, is placed in the second casing member, so that the wiring for connecting the armature and the control section within the motor casing can be disposed efficiently.

In addition, in the motor of this embodiment, the substrate of the control section is supported by the second casing member, so that the control section can be arranged efficiently in the motor casing.

Furthermore, in the motor of this embodiment, the sensor for detecting a position of the rotor is supported by the second casing member, so that the sensor for detecting a position of the rotor can be disposed efficiently in the motor casing.

INDUSTRIAL APPLICABILITY

The present invention can improve connection accuracy of the output shaft of the rotor with the reduction gearing, the coaxiality between the armature and the rotor, and the heat radiation of the coil wound around the armature in a motor of high rotations and high torque, and it is especially suitable as a motor for electric vehicles.

CLAIMS:

1. A motor comprising an armature, a rotor and a motor casing for holding the armature and bearings for the rotor, characterized by:

reduction gearing consisting of a train of gears connected to an output shaft of the rotor and a reduction gearing casing for holding the reduction gearing, the motor casing being integrally provided with the reduction gearing casing, a hole, through which the output shaft is extended from the motor casing side to the reduction gearing casing side, being formed on a portion shared by these casings, and a lubrication oil filling the reduction gearing casing.

2. The motor according to claim 1, wherein the bearing for the rotor and an oil seal for sealing the lubrication oil are placed in the hole, and the bearing is immersed in the lubrication oil.

3. A motor comprising an armature, a rotor and a motor casing for holding the armature and bearings for the rotor, wherein:

the motor casing is configured by assembling a plurality of members, and at least one of the plurality of members supports the bearing and the inner diameter section of the armature.

4. A motor comprising an armature, a rotor and a motor casing for holding the armature and bearings for the rotor, wherein:

a resin is charged into and cured in the motor casing to adhere to a coil of the armature and the inside surface of the motor casing.

5. A method for producing a motor comprising an armature, a

rotor and a motor casing for holding the armature and bearings for the rotor, comprising the step of:

charging a resin into and curing in the motor casing to adhere the resin to a coil of the armature and the inner surface of the motor casing.

6. The method for producing a motor according to claim 5, wherein when the resin is charged into the motor casing, a core for securing a space for placing the rotor is inserted into the motor casing.

7. The method for producing a motor according to claim 6, wherein the motor is provided with a rotation sensor for detecting a rotation position of the rotor, and the core secures a space for placing the rotation sensor.

8. A motor comprising an armature, a rotor, a control section for controlling the armature and a motor casing for holding them, wherein:

the motor casing includes a first casing member and a second casing member which cover the armature and the rotor and are respectively provided with bearings for the rotor and a third casing member for covering the control section, the first casing member and the third casing member are assembled to form an outer shell of the motor, the first casing member and the second casing member are assembled to divide the inside of the motor, and seating surfaces to be mutually contacted are respectively formed on ends of the first casing member and the third casing member.

9. The motor according to claim 8, wherein a through section is provided on the second casing member, through which wiring

for connecting the armature with the control section is passed.

10. The motor according to claim 8 or 9, wherein a substrate of the control section is supported by the second casing member.

11. The motor according to any of claims 8 to 10, wherein a sensor for detecting a position of the rotor is supported by the second casing member.

ABSTRACT

The present invention is a motor which has a motor casing (5) and a reduction gearing casing (7) integrally formed, a hole (8) formed on a portion shared by these casings, through which an output shaft (3a) of a rotor (3) extends from the motor casing side to the reduction gearing casing side, and a lubrication oil (9) filling the reduction gearing casing. And, a method for producing a motor comprises the step of charging a resin (11) into and curing it in the motor casing to adhere the resin to a coil of an armature and the inner surface of the motor casing. Besides, the motor casing (5) has a first casing member (510), a second casing member (520) and a third casing member (530) for covering a control section (4), and the first casing member is assembled with the second casing member, and the first casing member is assembled with the third casing member.



FIG. 1

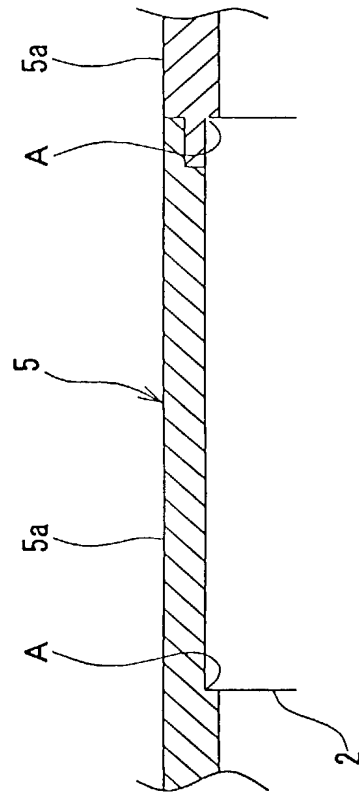


FIG. 2

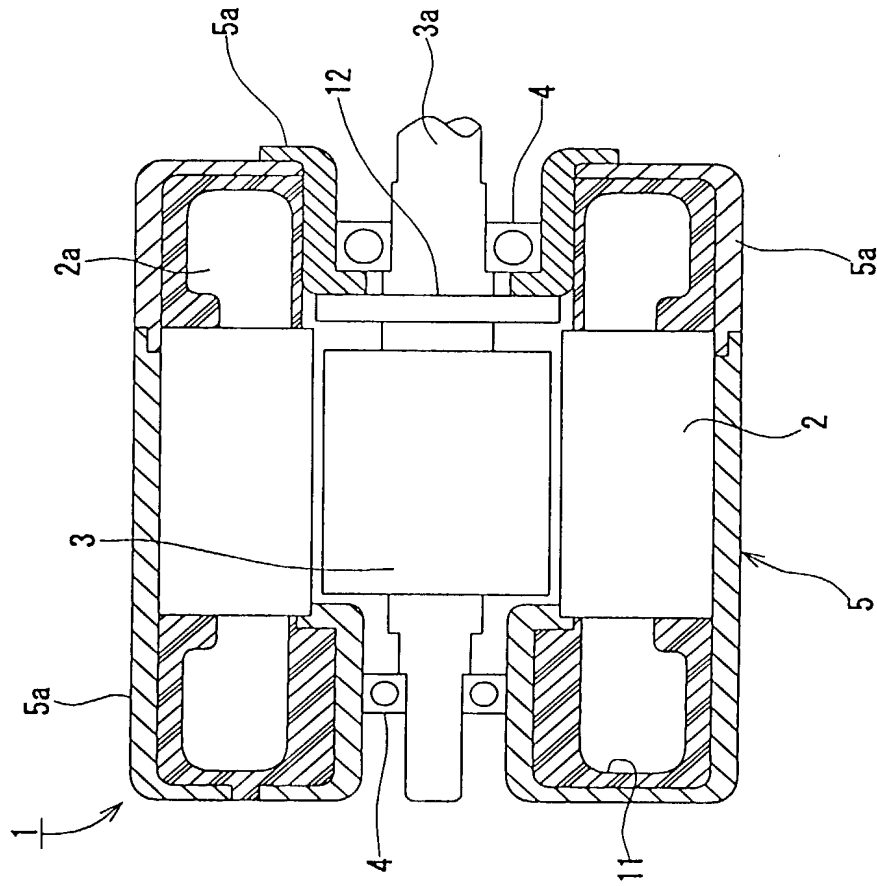


FIG. 5

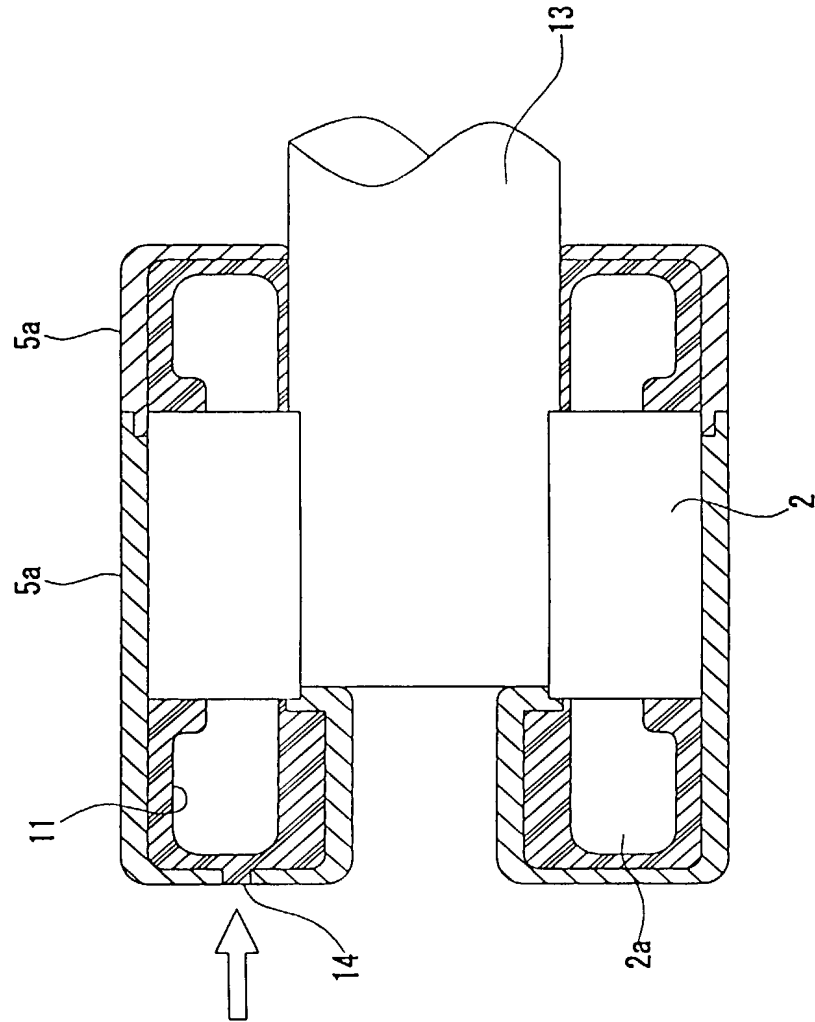


FIG. 6

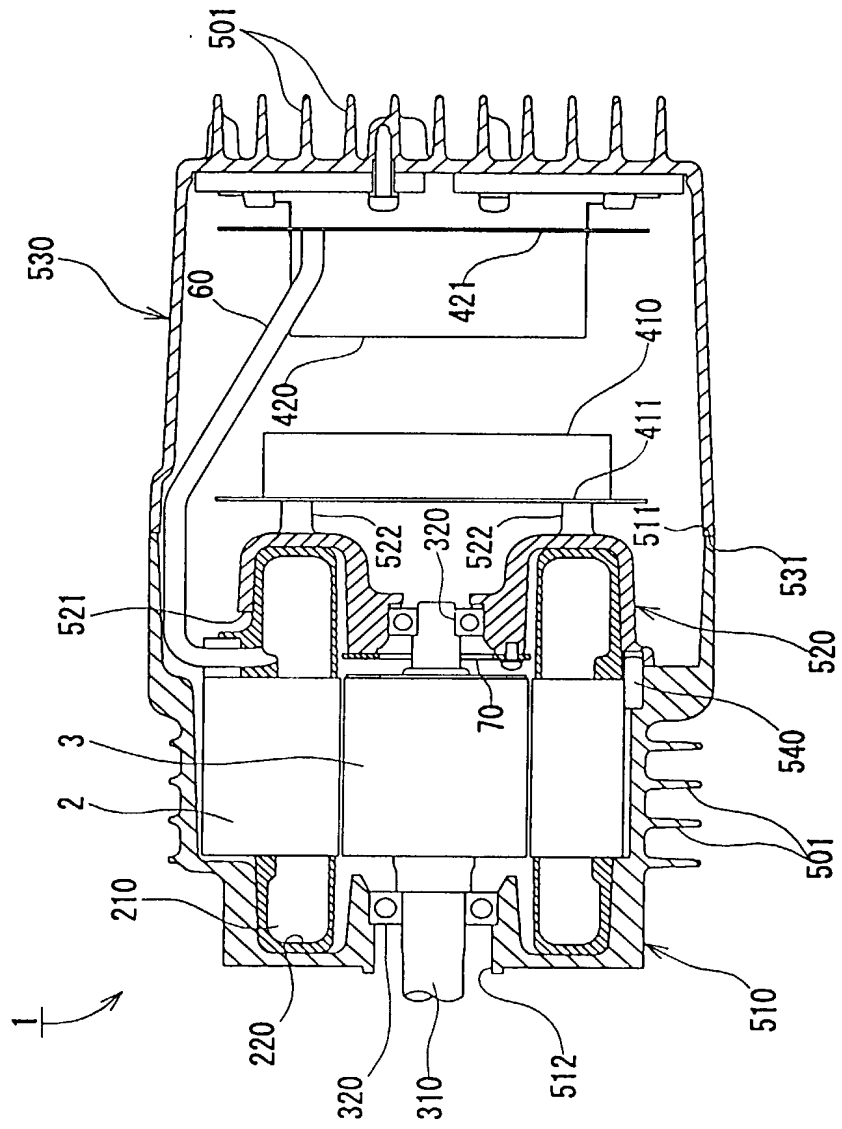
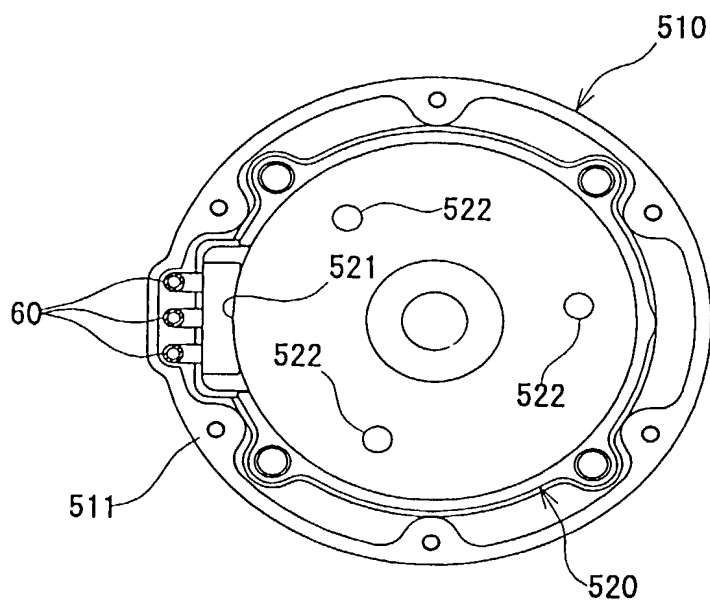


FIG. 8

Fig. 9



As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name.

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled

MOTOR AND PRODUCTION METHOD OF MOTOR

the specification of which (check only one item below)

☐ is attached hereto

☐ was filed as United States application

Serial No. _____

on _____

and was amended

on _____ (if applicable).

☒ was filed as PCT international application

Number PCT/JP00/04771

on Jul. 14, 2000

and was amended under PCT Article 19

on _____ (if applicable)

I hereby state that I have reviewed and understand the contents of the above-identified specification, including the claims, as amended by any amendment referred to above

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COUNTRY (If PCT indicate PCT)	APPLICATION NUMBER	DATE OF FILING (day month year)	PRIORITY CLAIMED UNDER 35 USC 119
Japan	11-204966	19.07.1999	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Japan	11-282309	04.10.1999	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
			<input type="checkbox"/> YES <input type="checkbox"/> NO
			<input type="checkbox"/> YES <input type="checkbox"/> NO
			<input type="checkbox"/> YES <input type="checkbox"/> NO

(Includes Reference to PCT International Applications)

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PCT APPLICATION NO	PCT FILING DATE	U.S. SERIAL NUMBERS ASSIGNED (if any)			

POWER OF ATTORNEY: As a named inventor, I hereby appoint the following attorney(s) and/or agent(s) to prosecute this application and transact all business in the Patent and Trademark Office connected therewith. (List name and registration number)

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SIGNATURE OF INVENTOR 201 	SIGNATURE OF INVENTOR 202 Toku Yoshizawa	SIGNATURE OF INVENTOR 203 Watanabe Osamu
DATE 14th December 2001	DATE 14th December 2001	DATE 14. Dec. 2001.